

auditorium. The movie, *At the River I Stand*, was featured from April 3-9 and Dr. King's funeral procession as seen in the movie, *Montgomery to Memphis*, was featured from April 9-12.

Visitors had the opportunity to hear his "I've been to the Mountaintop" speech in historic Fire Station No. 6 and on April 9, they heard the "Drum Major Instinct" sermon as they entered the historic sanctuary of Ebenezer Baptist Church; this was the last sermon Dr. King preached from Ebenezer on February 4, 1968.

Also on April 9, visitors were invited to participate in a silent tour of Dr. King's Birth Home. After a short introduction by park rangers, visitors walked silently through the home reflecting on his childhood there, on his life and death and on his continuing legacy.

A commemorative service at the Masonic Temple, site of Dr. King's "I've been to the Mountaintop" speech delivered the day before his death, was the highlight of activities in Memphis, Tennessee. Events also included a morning march through downtown, a candlelight vigil at the Lorraine Motel, now the site of the National Civil

Rights Museum, and a series of adult and youth forums.

The eight statues on Freedom Road symbolize the reasons why we commemorate Dr. King and, through him, all the warriors who marched. We commemorate to learn and relearn the lessons they taught us about perseverance, courage, and nonviolence. We commemorate to celebrate the great strides that have been made. We commemorate so that we will remember.

Notes

¹ Lerone Bennett, Jr., *What Manner of Man* (Chicago: Johnson Publishing Company, Inc., 1976).

² Coretta Scott King. *My Life with Dr. Martin Luther King, Jr.* (New York: Avon, 1970).

References

Elliot, Jane. *Anatomy of Prejudice*. Address given at Kennesaw State University, January 1998.

Carol Ash is a park guide at Martin Luther King, Jr. National Historic Site.

Photos are from the park's collection.

Future Anniversaries

Brit Allan Storey

Centennial 2002 Bureau of Reclamation

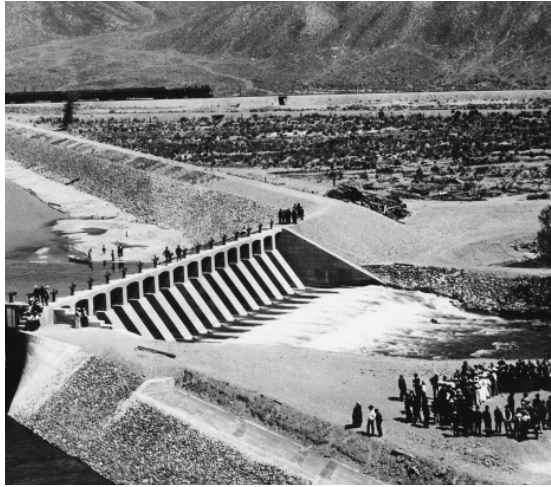
The Bureau of Reclamation is in the process of planning activities to commemorate and celebrate its 100-year anniversary and its role in western water development and to direct attention to its future. This will include recognition of 15 years of accomplishments in shifting the Bureau's mission/focus.

Planning is still in process, but among the activities under consideration are: a centennial symposium on the history of Reclamation; national, regional, and local anniversary events; exploring the possibility of a commemorative postage stamp; photographic, art, and museum exhibits; a video on Reclamation's history; poster(s); use of Reclamation's website for centennial materials and announcements; books on the history of Reclamation Projects, the history of

Federal dam construction (a joint project with the Corps of Engineers and the National Park Service with support and involvement of the Public Works Historical Society, faculty at Princeton University, Lafayette College, the University of Houston, and History Research Associates of Missoula, Montana); Reclamation oral history; and the papers presented in the centennial history symposium.

Reclamation's centennial celebration was first championed by Joe D. Hall, Deputy Commissioner of Reclamation in 1992-3, and planning and institutional support have been building since then. Because of the long lead time and active involvement of the bureau's history staff, centennial plans include both major history activities and celebratory activities looking to Reclamation's future. Work on centennial activities

Congressional party gathered in a circle during speeches at the opening of Truckee-Carson project at head of main Truckee-Canal.



is concentrated in the history and public affairs staff of Reclamation, and the cultural resources management staff at the Bureau recently began exploring options for appropriate activities.

The history publications proposed for the centennial have broad applications within Reclamation for management, environmental statement, and CRM applications and are being considered for development primarily because of their usefulness to Reclamation. Because of the early recognition of Reclamation's pending 100-year anniversary the bureau was able to fund relatively large research projects in manageable increments over a period of years. In addition, a small celebratory publication on Reclamation's future will include statements from selected political figures and water users.

As Reclamation's management and staff become increasingly aware of the upcoming centennial, we anticipate that new projects and activities will develop at all levels of the Bureau.

Brit Allan Storey, Ph.D., is the Senior Historian for the Bureau of Reclamation.

Roger D. Launius

The 2003 Centennial of Flight Aerospace Historians and the Challenge of Commemoration

Have you ever stood on a railroad track and seen a freight train in the distance, whistle blowing and diesel wailing, rumbling directly toward you at high speed? That is how I feel when I contemplate the December 17, 2003, centennial of the first flight of the Wright brothers at Kitty Hawk, North Carolina. The centennial commemoration of the Wright's first tentative powered flights and the beginning of a century of flight in both air and space seems to be inescapable. Equal parts of enthusiasm and dread animate many of those interested in the development of flight in America at the prospect of this centennial. The communities we serve seemed thrilled with commemorations in general and the 100th anniversary of flight is tailor-made for hoopla, historicism, and perhaps hysteria.¹

Since this is the case, cultural resource managers, interpreters, scholars, and community members in the field must leap aboard the centennial train and help to drive it. Not to do so, I fear, will lead to being run over by it. As a public historian

specializing in flight, I want to use the centennial to accomplish worthwhile objectives not otherwise attainable because of the lack of resources, interest, or resolve.

This may not be easy. The 2003 centennial of flight shows signs of being transformed from an educational and civic opportunity into something that has little to do with furthering historical understanding. Various organizations, companies, and individuals are seeking to turn a handsome profit on memorabilia and tourism. The descendants of Wilbur and Orville Wright, for instance, have licensed the use of the name and the brothers' photographs for commercial purposes.

Additionally, the Congress has just passed legislation to create a Centennial of Flight Commission at the national level.² In the fall of 1997, members from the House and the Senate introduced the Centennial of Flight Commemoration Act, which resolved that "it is appropriate to celebrate and commemorate the centennial year through local, national, and international observances and activities."